

STORM SWEEPS BOAT ON TO SANDS

THE FOUR-MAN crew of the Grimsby inshore vessel *Shearbill* was rescued in heavy seas by the Humber lifeboat early on Thursday last week after running ashore on Halls Sand, near the southern entrance to the Humber.

'Pair men out-fish seiners'

TWO PETERHEAD white fish pair trawling partnerships — *Morning Dawn/Unity* and *Constant Friend/Starlight* — have made some successful trips working traditional North Sea seine net grounds.

The vessels have been using a high-opening nylon white fish pair trawl developed by Apeldoorn, the famous Dutch net manufacturer.

A spokesman for Caley Fisheries Group Ltd., the UK agent for Apeldoorn, stated that the skippers were extremely pleased with their fishing results.

They were catching large quantities of haddock and whiting, and appeared to be out-fishing seiners working in the area.

A second point which has impressed all four skippers is the fact that this fishing is economical on gear.

Four runs in Zodiac save crew

deeper water some distance away, but it parted as soon as it came under strain. As the tide ebbed away, leaving insufficient water for a further attempt, Skipper West was finally brought off. The Humber lifeboat later landed them at Grimsby. No one was injured.

Searchlights from coastguards ashore lit up the scene of the rescue to help the Zodiac crew.

Skipper West bought *Shearbill*, formerly an anchor seiner, at Grimsby earlier this year as a replacement for *Peggy III* which he sold to interests outside fishing last year.

Shearbill was built at Fraserburgh in 1956 and had

Boat hits rocks

THE SCOTTISH vessel *Our Catherine* was in trouble last week when she ran aground on rocks north of Peterhead harbour.

Six crew members refused to move off the vessel until



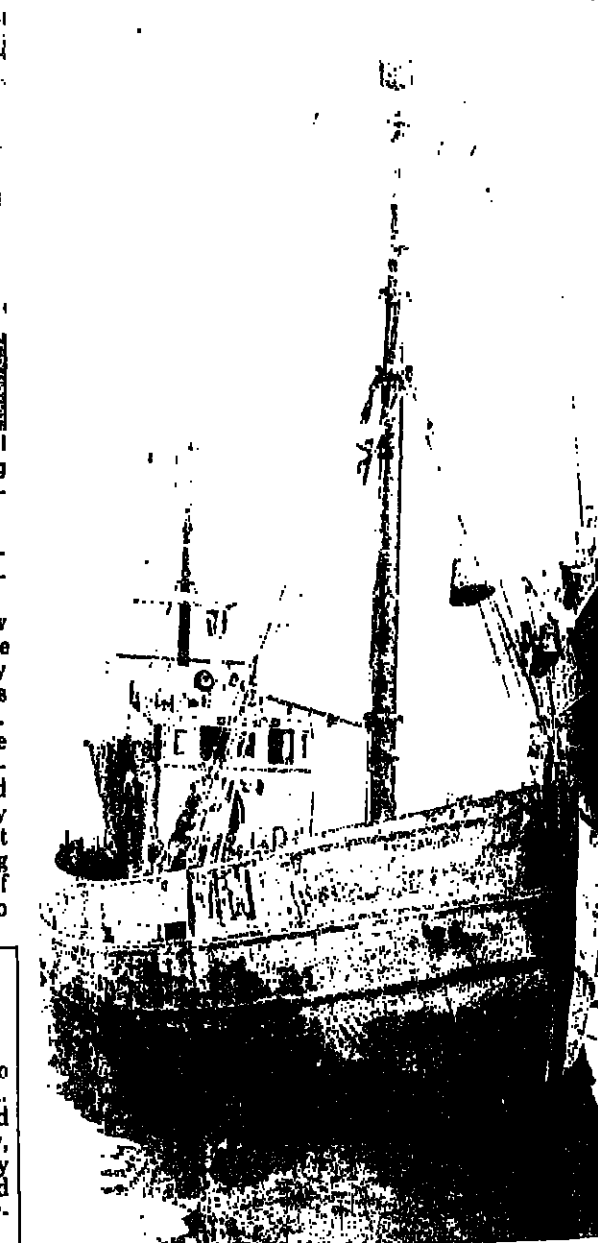
Right: *Shearbill* — still seaworthy after running ashore. Above: Her skipper-owner Ted West.

proved herself a most adaptable inshore boat since making the switch.

Skipper West and his crew returned by road to inspect the vessel at low water. They were able to walk out across the sands and survey the hull.

Although there was some damage, the vessel was considered quite seaworthy and the crew successfully refloated *Shearbill* on last Friday afternoon's spring high tide. About 35 kits of dogfish were unloaded to provide extra buoyancy.

divers looked at her hull to see if she could be refloated. Peterhead Coastguard Rescue Company stood by, but the crew successfully refloated her at high tide and she was able to enter the harbour under her own power.



September 2, 1977

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No pay-out for barred drifter

NO COMPENSATION for loss of earnings will be paid to the owner of the Harris herring drifter *Constant Friend* because of an EEC herring fish ban put into force off the Scottish west coast.

Shetland part-owner killed

CHRISTOPHER WARD, 20-year-old shareholder in his father's boat, *Unison*, was buried last week on Barra Isle, Shetland. It was one of the largest funerals ever seen on the isle.

Christopher, who was unmarried, was a road accident victim on Lerwick's Esplanade.

Following the incident a Lerwick schoolteacher, 28-year-old James Balfour, was charged on indictment with causing death by dangerous or reckless driving, failing to stop after an accident and failing to report it to the police.

Escort home

REDCAR lifeboat was launched in the early hours last Saturday to aid the fishing vessel *Tees Seal* which was firing red flares three-miles off the Saltburn coast. Hartlepool lifeboat and the Whitby keel boat *Golden Hope*, skippered by Ron Frampton, also joined in the search.

Tees Seal and her crew were found safe, in very rough seas, and she was escorted back to Hartlepool.

This is made clear by Hugh Brown, Scottish under secretary of state with responsibilities for fishing, in a reply to the Rt. Hon. Donald J. Stewart, MP for the Western Isles, who took up the matter on behalf of John Mackinnon of Scadabay, Harris, the owner of *Constant Friend*.

Mr. Brown says that, while he appreciates Mr. Mackinnon's problem, this is the position for many in the fishing industry who have been affected by the reduction in fishing opportunities, due to the depleted state of stocks, and to the measures necessary if the stocks are to be enabled to recover. The restrictions were being felt not only in the UK but in other EEC countries as well.

He then added: "I am afraid, however, that it has not been UK policy to pay compensation to those affected by measures taken to conserve fish stocks. The reason for this is that the purpose of such measures is the longer term benefit of the industry itself."

Mr. Brown also felt that it would really only be over the longer term that one could assess, with any accuracy, the effect of the recent ban on fishermen's earnings.

Mr. Stewart MP said: "Since Mr. Brown refused to exempt from the ban on fishing herring the two boats fishing by drift nets in the Western Isles (*Constant Friend* and *Seafarer*) it is an indefensible position for him to reject the claim."

"I will be pointing out to Mr. Brown that the British

Government granted compensation for loss of earnings to Hull trawlers banned in Icelandic waters.

"If the Government can do this for an action initiated by a foreign government, they have a greater obligation to do likewise when it arises from a situation of their own making. Such discrimination is totally unacceptable."

Tax bonus?

FISHERMEN are likely to benefit from increased flat rate expenses allowance for tax purposes.

This follows representations by the Rt. Hon. Donald J. Stewart, Scottish Nationalist MP for the Western Isles.

Despite inflation, these flat rate expenses — normally allowed to cover the costs of protective clothing and necessary tools and equipment — have not been increased over the past few years.

Mr. Stewart took up the matter with the Chancellor of the Exchequer, Denis Healey. Mr. Stewart said: "Fishermen have been on a flat rate of £55 for the past seven years. These rates should quadruple in view of inflation."

LIMIT FINES

From page one about fishing, among other matters. He told the court in Bandon that the Naval Academy in Spain had been issuing to Spanish fishermen what appeared to them to be a licence to fish within EEC waters.

In the case of *Ilumbe*, the skipper was fined the maximum under Irish laws of £100 and his gear and catch (hake, bream, monkfish and other assorted species) ordered to be confiscated.

Later the skipper lodged in court £4,820, the value of his gear and catch, and was allowed to sail pending a possible appeal.

In the case of *Jose Antonio Emmanuel*, the skipper was again fined the maximum £100 and ordered to pay £30

expenses. His gear and catch were ordered to be confiscated and he later lodged the value of them, £5,603, in court. She was then allowed sail.

The skippers were complimented by Justice John Garavan on the way in which they had met the charges.

TWO FINES

AN ABERDEEN skipper was fined a total of £100 when he admitted other trawling off Uyea Isle on May 8 this year and failing to display proper fishing signals.

His George Smith of Scottish King. He was fined £75 for illegal fishing, and £25 on the signals' charge, at Lerwick Sheriff Court.

Barnetts of Frying Pan Alley Ltd

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September 1977.

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"Young Barnett has a lean and hungry look; he fasts too much; such men are dangerous."

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What I really hoped to do was to go into the writing-room, sit down, and send each of you a letter saying, "Hope you are well as it leaves me at present. The weather is lovely and the people are friendly. Having a good time and wish you were here." But I'm not allowed to. For a start, that Certain Person will not sanction the piffling outlay of a few bob for notepaper, stamps and envelopes.

And this parsimoniousness (meanness, dear) from a man who's Chairman of a company with a yearly turnover of damn nearly one hundred million smackers ... it's hard to believe, isn't it? There's madness for you. A plague on His plugs, a murrain on His manifold and a curse on His Corniche!

Secondly, it would not really be true to say I'm well. On the contrary I think I'm dying. Starving. So far today, Boy Scouts' honour, all I've been allowed is my daily ration of three glasses of hot water, each with its own dear little slice of lemon floating excitingly on the top. And if I behave myself nicely, I'm granted another delicious glass before I have my sauna and massage and lay me down to kip and dream of you, around 9 p.m.

I ask myself — and you — can a young lad like me, slowly approaching manhood, really be expected to exist — survive — as a warm, normal loving human being, on a diet of lemony water and fearful callisthenics?

No chap, even of my amazing virility, could possibly function, fight, fandango or anything else, on this diet. I'm also expected to throw my weary, portly body about in a series of violent exercises, which includes strenuous attempts to touch my toes. When, praise Allah, I did manage to get my backside up, down and over, I saw things I hadn't seen since I used to wet my cot blanket back in the twenties. And my fully frontal tum-tum looked alarmingly convex, quite resembling the top of a Xmas pudding, including, even, the little bit of holly.

Escape? Come home? What the devil do you mean, come home? I'm incarcerated here until the end of the week and my request for parole has been turned down.

It all started through that vixen, Angela wicked Potter — a troublemaker if ever I met one — who rudely woke me up one afternoon, handed me a cup of char and said, "You really are putting on weight. Why don't you spend your holiday at a nice health clinic? They have ways of making you fit. Do you a lot of good."

Although the idea sounded as welcome as a double hernia, I was honest with myself and wondered if just attending Harrod's January sale was really enough to keep me fighting fit and ready to, one day, get into the boardroom and take over from Him. (And believe me, friends, I will. I owe it to my mother, my granddaughters, John Silkin and the nation). Perhaps, I thought, I should listen to A.W.P.'s advice and make a brave effort to undo what my rapacious appetite had done.

So here I am, poor innocent, striving hard to become Twiggyish, doing my porridge at Strubland Hall Health Clinic in the company of some rather charming persons, many of whom are repeated offenders and long-time lags. I was quite surprised to find the screws here so understandingly sympathetic. Even the prison doctor, who inspected my well-fleshed body on arrival, was apologetic when he murmured that, although he doubted if, at this late hour, he could do much to save or preserve me, he'd have a damn good try and wouldn't give up fighting the good fight while there was still an ounce of breath left in my body ... what dedication!

(I'll murder that oliver-dick when I get back to dear Queen Anne's Gate and lovely, lovely Associated Fish.... If I ever do!!!)

Mr. Barnett of Frying Pan Alley

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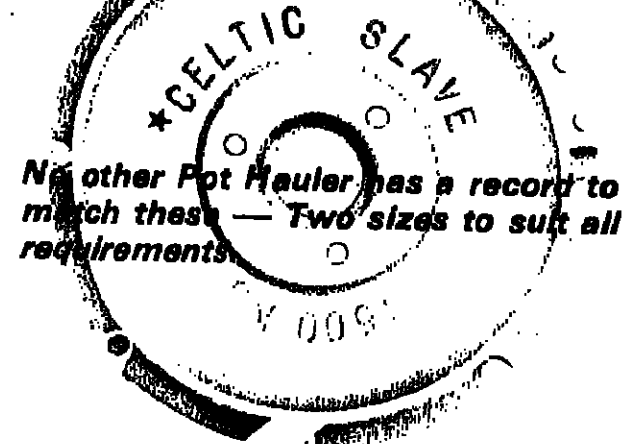
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Port has
850 jobs
at stake

THERE IS an urgent need for a 50-mile exclusive British fishing limit to ensure the future of Fleetwood, according to a new survey.

North-West Economic Planning Council and Wyre Borough Council make the following points in their joint report:

At present fishing and associated inshore activities provide one in every five jobs at Fleetwood, where an estimated 13,190 people are employed. Nearly 1,000 are directly engaged in fishing.

Merchants, processors and fish transport provide another 780 jobs and 400 people work in shore-based supply industries ranging from marine and electrical engineering to ship victualling.

On the basis of the survey it is believed that 850 jobs could be at risk if the deterioration of wet fish landings continues.

The report comes to the conclusion that the following measures are necessary to safeguard the local and national future of the industry: Securing exclusive rights in UK waters for the whole of the UK fleet, either within or outside the terms of the Common Fisheries Policy.

Adopt proper conservation measures and more effective means of enforcing them.

It is also stated: "Because there are now very real reasons for concern about the fishing industry's future, there must also be concern for the future of Fleetwood itself."

It is, therefore, of the utmost importance that those involved either with the negotiation of the future fisheries regime, or with the economic welfare of localities in the less prosperous regions of Great Britain, should be aware of the significance of the fishing industry to the Fleetwood community.

MACKEREL: SIX-
MILE ZONE BID

AN ALL-OUT drive to stop industrial fishing of mackerel and to create a six-mile limit to exclude distant water fishing vessels are now both on the cards for the south-west this winter.

Mrs. Lawry, secretary of the Cornish Fish Producers' Organisation, spoke on Sunday about a meeting at the Ministry of Fisheries last week during which senior members of the fishing industry met top civil servants for the most important "protect the mackerel" conference yet.

Mrs. Lawry, whose husband George is a Newlyn fisherman, was invited to chair the London talks. She said: "Representatives of the industry from all round the UK met at the invitation of the Ministry and were presented with the facts of the mackerel situation."

"We were told that our combined estimates for catching mackerel very seriously topped the catch allocation which Brussels has set for 1977."

"We were given a proposed set of measures to check this and were asked for our opinions. Many of the minister's proposals are very sound, but they won't please everyone."

"We said what we could and could not accept, and made suggestions which they were now going to chew over. They want very much to reduce industrial fishing."

"If they could achieve this and see that all manners of fishing get a fair crack of the whip they will have done very well."

Mrs. Lawry said that in the immediate past there had been a great deal of intimidation, with big boats going among the hook and line fishermen.

One point forced back by the CPD was the creation of a three-mile belt into which distant water vessels could not go. This would be on top of the existing three-mile limit which at present excludes trawlers from British grounds.

Mrs. Lawry said: "It is essential that there should be segregation of the big trawlers."

There are 14 of these gear ships coming down and they have all been displaced from other parts of the world. They are going to follow the mackerel which is the 'healthy stock' left."

If the six-mile limit becomes a reality, policies would have to be a government effort. It was too much to expect the ratepayers to finance the men were simply not going to put up with infringements such as had been experienced last winter.

The Herring Industry Board continued its publicity campaign with a visit to Cheltenham last week. Audiences were overflowing on the final three days of the event. Seen discussing herring products are (left to right) Gordon Blue, presenter, Jane Nichols, Café Kent, manager of a local branch of MacFisheries; and Dr. W. J. Lyon, Dean, chairman of the Herring Industry Board.

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Maritem's
steel
trawler

THE YARD of Maritem Industries at Carriglos, Cobh, Co. Cork, has delivered the steel-hulled 66-footer *Golden Dawn* to her skipper.

The craft is fitted out on a Dagh hull. She is powered by an 850 bhp British Polar diesel and has a cooled fish hold.

More details of *Golden Dawn*, built for Skipper Patrick O'Driscoll of Cape Clear, Co. Cork, in *Fishing News* next week. She is seen (below) on trial.

The French vessel came to the port from the western grounds with 658 kits, including 30 of hake, 300 of cod, 15 of haddocks, 175 of coley

and 80 of blue ling, which grossed £19,740.

The catch sold extremely well considering it was landed on the Friday before the Bank Holiday — the wrong

day to bring high prices for most varieties.

One merchant told *Fishing News*: "It's beautiful fish, lovely quality and there is a good mixture of varieties."

"I think it has sold reasonably well particularly in view of the fact that today (Friday) is traditionally a bad day for marketing fish."

"This is one of the days when the trade collapses because people are ready to go on holiday. In future I think they will get better prices than they got today — and the prices today are better than they have been all this week."

"The trip was well supported by merchants. It has been very good and we want more."

Dennis Bond, general manager of Boston Deep Sea Fisheries at Fleetwood which acted as the ship's agent, said the owner of *Jones Bank* had said he was satisfied with the return on the catch.

The vessel, or one of her sister-ships, would return in September.

Jones Bank had a brief stay in the port. On the day of her landing a new crew arrived from France and the vessel sailed on the evening tide.

There were also some good returns for local stern trawlers — notably the pair *Armana* and *Naveau*, skippered by Tom Christy and John Burns.

Armana landed 529 kits

(180 of cod, 90 of haddocks and 180 of coley) for a grossing of £14,634. *Naveau* had 754 kits (200 of cod, five of hake, 80 of haddocks and 270 of coley) which sold for £19,370. The vessels were at sea 14 days.

It was again a week of mixed fortunes for vessels returning from Rockall, with prices varying from day to day. Top ship from this area was the stern trawler *Irvana* (Skipper Victor Dingle). She made £20,725 from 765 kits.

This compared with the £16,035 grossing of *Irvana*'s sister-ship, *Gavina*, which returned from Rockall with more fish — 785 kits — but hit a much lower market.

Prices

There was also a disappointing grossing for the stern trawler *Jacinta* (Skipper Tony Barkworth) which arrived back from Rockall with 664 kits to make only £14,188.

It was *Jones Bank*'s fish which brought some of the top prices, with her cod selling for more than £40 to £50 a kit.

FRENCH fishermen have again been blockading a port. Fishermen at La Rochelle set up a blockade on Saturday in protest at a ban on commercial fishing within half-a-mile of the shore. The fishermen trawlers *Armana* and *Naveau*, skippered by Tom Christy and John Burns, after an assurance on fishing rights.

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LORIENT'S 'JONES BANK' LANDS
Fleetwood banking on
the French

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(180 of cod, 90 of haddocks and 180 of coley) for a grossing of £14,634. *Naveau* had 754 kits (200 of cod, five of hake, 80 of haddocks and 270 of coley) which sold for £19,370. The vessels were at sea 14 days.

It was again a week of mixed fortunes for vessels returning from Rockall, with prices varying from day to day. Top ship from this area was the stern trawler *Irvana* (Skipper Victor Dingle). She made £20,725 from 765 kits.

This compared with the £16,035 grossing of *Irvana*'s sister-ship, *Gavina*, which returned from Rockall with more fish — 785 kits — but hit a much lower market.

Prices

There was also a disappointing grossing for the stern trawler *Jacinta* (Skipper Tony Barkworth) which arrived back from Rockall with 664 kits to make only £14,188.

It was *Jones Bank*'s fish which brought some of the top prices, with her cod selling for more than £40 to £50 a kit.

FRENCH fishermen have again been blockading a port. Fishermen at La Rochelle set up a blockade on Saturday in protest at a ban on commercial fishing within half-a-mile of the shore. The fishermen trawlers *Armana* and *Naveau*, skippered by Tom Christy and John Burns, after an assurance on fishing rights.

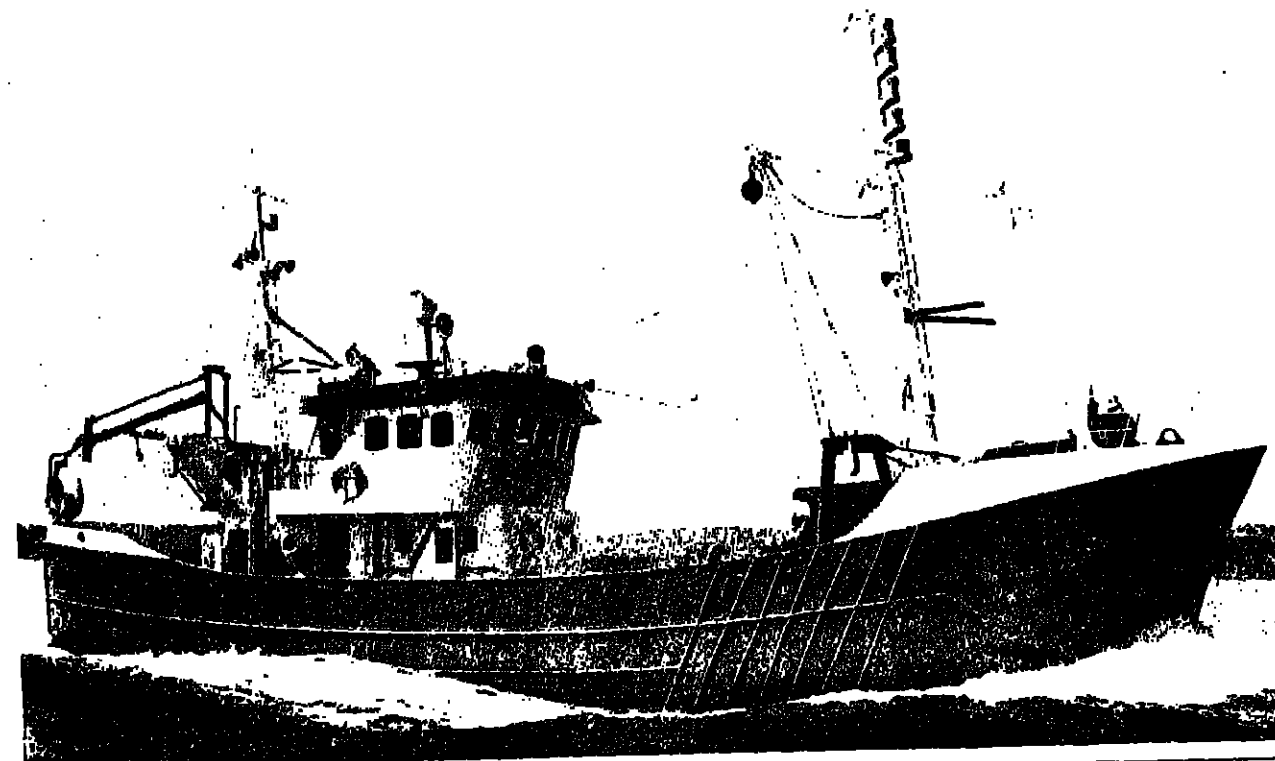
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ANOTHER ICE SHUT-DOWN

GRIMSBY'S fishing vessel owners went through another period of delayed sailings last week.

During the weekend ten ice-trimmers went on unofficial strike only two days after 35 process workers at the Grimsby Ice Co.'s factory had resumed production after settlement of a bonus dispute supported by strike action.

The trimmers, who operate chutes for icing trawlers and seiners before they sail, walked off the job on Thursday last week, following the rejection of an increase in pay similar to that accepted by the process workers.

Almost immediately the council of the Grimsby Fishing Vessel Owners' Association met and, afterwards, issued a statement to the effect that no

further meetings had been arranged. It is understood that the trimmers' wage structure is different to that of the process workers.

To avoid the new crisis, some owners put vessels to sea with instructions to take on ice at other ports.

PRAWNS BACK

FINDUS peeled prawns, withdrawn from the market because of supply difficulties, is to be relaunched today.

Distinctive new 200g (7.05 oz) packs are suitable for both supermarket and freezer centre sales.

They are Greenland prawns in vacuum packs.

Raw deal on herring for Irish skiff men

LETTERS

SIR, On behalf of Mourne herring skiff fishermen I would like it to be made known about the raw deal we are receiving at the hands of the EEC in its complete closure of the Mourne stocks without any consideration of our traditional rights or way of life.

For around 200 years the fishermen of Kilkeel and Analong have fished the Mourne stocks by the traditional method of trammel nets and, by this method of fishing, have never done the herring stocks any harm.

It is only since the big trawlers started to participate in this fishing around 12 years ago that there has been any great harm done to the stocks, e.g. by trawl doors tearing up the spawning grounds and the big mid-water nets taking large and small herring.

We are not against the trawlers participating, but why should we suffer for their sins?

They are catching the herring by bottom trawl in this very important spawning ground and are killing the future stocks that lay spawned on the seabed with their trawl doors; mid-water nets take small herring that have not reached the age to spawn. Trammel nets just take the mature herring that have almost run their life span.

The skiffs should be allowed to fish on because of two reasons:

(1) If these stocks had been only fished by trammel nets there never would have been any need for conservation.

(2) The Mourne stock as we know it only appears off our shores from September 7 until the end of October and spawn

In this period in the area of Analong harbour to the Bay of Dundalk — and never outside the two-mile mark.

In our opinion, and I'd say in every right thinking person's opinion, the skiffs should not be penalised to save the herring so they can be wiped out in the very near future by the trawlers which have brought them to their present state.

Research

We would like to see the scientists doing more research and being seen to do more research in this area — because they state that the Mourne stocks include any herring that are caught from outside the 12-mile limit of the Isle of Man to our shores and,

while they claim that the Mourne stocks are near extinction, they are allowing trawlers to fish the 12-mile limit to our coastline.

In our opinion the only boat that are being stopped from fishing herring (in their traditional fishery) are the skiffs.

We would like to have better hearing, because we are depending on being able to fish the herring to augment our yearly earnings and help to pay for our boats. Also the saving of equipment in which we have sunk our life savings.

M. T. COLLINS
Spokesman for Mourne Skiff Boat Association
34 Abbey Rd
Kilkeel, Co. Down

Why only 100 Manx permits for herring?

SIR, Whilst we must accept the legality of the act taken by the government of the United Kingdom restricting the number of licences to participate in the Manx herring fishery, morally it is wrong.

The total allowable catch (TAC) for the fishery has already been set and agreed at a figure similar to 1976 when a larger number of vessels had a viable season.

For the six-week period ending on September 30, the TAC is 8,000 tonnes which can be expected to realise as much as £4 million at current prices, i.e., £500 per unit.

This represents an earning potential of £40,000 per vessel in the period, which is very handsome for the chosen few — but a gift made at the expense of other vessels normally engaged in the fishery.

In previous years some 180 vessels were engaged in the fishery and, with a similar TAC,

MEALS AT SEA

SIR, When I was young all men took a meal and a drink with them when out working for the day.

I am researching into the variations in what was taken and what it was called so that it can be put on permanent record.

With the help of *Home and Country* (The magazine of the Women's Institute) I have gone some way towards completing a record of all this on land. But what did the men take out, one

or two of them, in open boats as I recall them off the Devon and Norfolk coasts and on the Yare and the Great Ouse.

Please, fishermen of England, what did your fathers eat out there, north, south, east and west and what did they call it?

M. F. HEMMON, MBE, FRGS
The Ulster Sea Fisheries Association
12 Hamilton Road
Bangor
Co. Down

CHEAP LOANS IN DEMAND

HALF THE 170 projects given financial aid by the Shetland Trust in its first nine years were completed with the fishing industry, says the trustees in a review of their early years' work. No fewer than 10 boats or purchases of gear were assisted with interest loans.

The trust's capital fund is now £124,000. The trustees say this is still not enough to meet the increasing number of applications being received. The trust gives loans for up to five years, with the maximum of £1,000 and a maximum of three per cent. Now it is £2,000 and still a favourable rate.

Essex herring in danger

WITH THE BAN on North Sea herring there is increasing interest — and concern — about the unique Blackwater herring stock.

It spawns on the Eagle Bank, off the Essex coast, and rarely moves any distance from its home ground.

In recent years it has been intensively fished, with boats from Brightlingsea, Wivenhoe, Mersea and the other side of the Thames estuary landing substantial amounts.

Many of these have found their way to Lowestoft market and have been welcomed at a time when other herring has been in short supply.

Halved

But now scientists at the Lowestoft fisheries laboratory, who have in recent years fixed the safe catch limit for fishermen, have warned that the stock is at a dangerously low level. The catch figure for this year has been halved — to only 150 tons — and this has now to be shared out among boat owners at the various ports.

The Blackwater stock is somewhat unique because of its slight physical variation from other North Sea stock. This factor has enabled the EEC to label it as a separate stock and, therefore, it is exempted from the current ban on North Sea herring.

The total allowable catch is shared out among all the

boats in the Essex-Kent ports by the organising body, the Thames Herring Management Committee, set up a couple of years ago to handle its own affairs and distribution of quotas.

The organisation has been described by Lt-Commander Geoff Thorpe, fisheries officer at Lowestoft, as "one of the finest of its kind anywhere in the country. A first-rate self-help organisation."

Each boat is licensed and every fisherman has to stick rigidly to his allocation. With a sharp cut in this season's total catch figure, the committee is hoping that local fishermen will spread their

allocation over a period and not use it up quickly.

The committee secretary, trawler-owner and merchant Ken Green of Wivenhoe, said that would help keep a steady supply on the market and keep prices firm.

Livelihood

Commenting on the recent cut in allocation, Mr. Green said: "It is obviously going to need a lot of give and take among our members in the Essex-Kent ports. But they realise it is their own livelihood at stake and I think it will work out."

One of the other key figures on the committee Dick

Haward, East Mersea fish merchant, said they were lucky in one matter at least. The Blackwater stock is inside the three-mile limit and this had probably saved it from being cleaned out long ago.

He said that reduction in the TAC had caused "real consternation". But now that their members had seen what was happening in Manx waters and in Scottish ports — where there is talk of firing skippers who exceed their quotas — there would probably be agreement.

"It's either that or go out of business. And fishermen are realistic people," he said.

The Ministry of Fisheries says the safe rate of catch averaged out at about 36 per cent. But, in 11 of the last 16 seasons, this figure had been exceeded. In some years it had topped 60 per cent. The stock was now "very small indeed" and consisted mainly of only one year-class.

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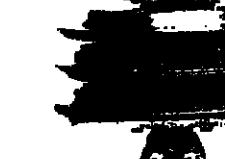
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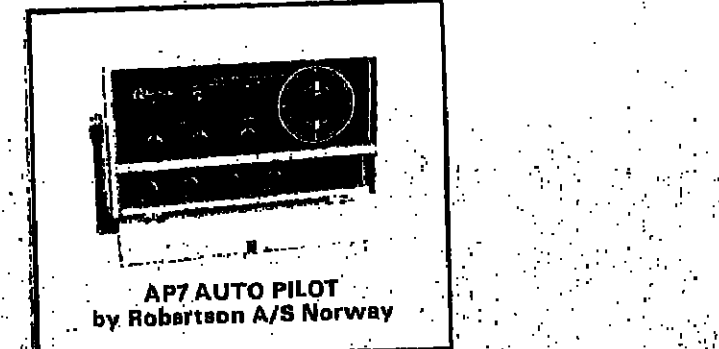
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CROSSPLIES BEST IN WET



WHEN USING car tyres for lobster fishing tread wettily. Crossplies have it over radials! This is the opinion of lobster fisherman Don Temple (above).

He cuts the tyres up into strips to wrap around the edges of his lobster pots to provide extra weight and prevent them from chafing on the seabed. Inner tubes are used to hold the belt around the pot entrance. "It depends on the tyre industry, particularly for crossplies," said Mr. Temple, of Strömness, "They seem to do the job much better, and are not so elastic."

Mr. Temple moved to Orkney last year from Littlehampton, Sussex, with his wife, a native of the islands, after seeing the potential for a lobster fisherman using the type of pot fished by the south coast man. He is currently having a boat built and is building up his stock of 300 pots and using up as many cold crossply car tyres as he can get his hands on. "It really makes him a popular customer for Eddie Burns, manager of Motway Tyres, a 'one-stop' most northerly branch in nearby Kirkwall."

Everyday Hero

A 36-PAGE illustrated booklet based on the life of a Yorkshire fisherman, Cecil Plonkett, has been published. It is named *Everyday Hero*.

Born in 1902 in Redcar, he first went to sea in one of his father's boats at the age of 13. His father owned a double-ender and a coble.

At 18 he graduated to a place in the lifeboat crew, following a family tradition of service, and only resigned in the 1950s when he acquired the 47ft boat *Pride of Redcar*, which had to be worked from four to two hands.

This involved a bus journey of 14 hours each way, which made life difficult. The boat's crew had to be reduced from four to two hands.

The booklet is good value for money with its descriptions of boats, gear and working practice in the Redcar area, plus accounts of shipwreck and rescue.

Given slightly different treatment, it would have been possible to produce a "full-length" book from Skipper Plonkett's memories. Here it is boiled down to bare essentials.

A very useful sketch map of Redcar rocks helps make some of the stories more easily understood by strangers to the area.

Everyday Hero is available from P. R. Phillips, 43 Stanley Grove, Redcar, Cleveland, at 80p.

50

years ago

SEPTEMBER 3, 1927

JAMES MARTIN, the oldest and best known fisherman on the east coast, dies aged 88. He had been associated with fishing for 70 years.

ROYAL Northern Lifeboat Institution set up a new lifeboat station at Kilronan, in the Aran Islands.

HARDSHIPS of a miner's life 'nothing to those of a fisherman' says son of coal exporter who signed on for a trip to Iceland as a deckhand.

FIVE men safe after being swept overboard Grimsby drifter *Atmosphere*. Skipper was caught by his coat collar and dragged back aboard.

DECKHAND jailed for 14 days after refusing to sail; he told the court there were only crusts to eat.

SKIPPER of inshore boat *Loran* drowns when she collides with a steamer leaving Guernsey.

FAROESE 67-FOOTER

MARGRETHA, the first of two 67ft. stern trawlers building in France for Faroe Islands owners, has her net drum mounted forward of the wheelhouse.

Typically French in that her working deck is beneath the wheelhouse, *Margretha* has a beam of 20ft. and draft, almost 10ft.

She has been built by the Forges Caloin yard at Etaples, France, and her sister-ship will have a Metal fish hold refrigeration system.

She is powered by a Baudouin main engine of 430 bhp driving a variable pitch propeller in a nozzle. A Perkins 40 hp auxiliary diesel is fitted.

The 67-footer, which is owned by P/R Berg Nolsoy, has a speed of 10.5 knots and a 50 cu.m. fish hold forward. Wheelhouse equipment includes Loran C, Decca with plotter, Simrad EQ 38 sounder, 'Sailor' R/T equipment and Furuno FRS 48 radar. She cost 2,200,000 French francs.

The second boat is for P/F Bakka, Leirvik, and delivery is due in December this year.

A NEW GROUP of companies set up in Aberdeen is putting forward ideas which could well have far reaching effects on the pattern of fishing, vessel management and ownership.

Plans have been made in association with the White Fish Authority, vessel designers and local skippers for a new type of multi-purpose fishing boat to be based at Aberdeen and further afield. It is expected that the announcement of initial orders will be made soon.

Known simply as the Spinningdale Companies, the consortium includes several firms involved in vessel management and ownership; marine, industrial and hydraulic maintenance; engineering and design; and general chandlery and associated equipment to inshore and offshore vessels.

Spinningdale Fishing Co. Ltd. is the parent company of the group, having taken a substantial shareholding about 18 months ago in Brucewood (Aberdeen) Ltd., the well-known trawler owners and managers.

To date Brucewood remains operative as a management company, but many of the developments will take place through the Spinningdale Group.

At present the Spin-

ningdale Fishing Co. is directly and indirectly involved in more than a dozen vessels in Aberdeen, also boats based in Peterhead, Fraserburgh, Buckie, Eyemouth, Lowestoft and Cornwall.

Managing director of the Spinningdale Group is Raymond Simpson Smith, who comes from old-established Buckie fishing and boat owning families.

His father, James S. Smith, has just retired as managing director of Aberdeen shipbuilders John Lewis and Sons Ltd. His grandfather, the late Alex (Latin) Smith, was one of the first fishermen to own a steam drifter. Later in the 1930s, he was a pioneer in pair trawling for white fish from several English and Scottish ports. Ultimately he built up a fleet of three family vessels.

Raymond Smith told *Fishing News* that the concept of the Spinningdale Fishing Co. is geared around skippers and crewmen as shareholders and partners in joint ventures.

He would like to see, as company policy, skippers, mates, engineers and deck crew involved as shareholders in future investments in the fishing industry.

Raymond Smith said that

the emphasis in his group is to be on "youth at the top." Younger personnel will be involved in both the fishing and shore-based activities.

It is policy, he explained, to involve directors and associated personnel with the shareholding in the various group activities.

Two of the shore companies — Spinningdale Ships Stores (Aberdeen) Ltd. and Spinningdale Marine (Aberdeen) Ltd. — are aimed at reducing the increasing costs of mechanical maintenance, repairs, chandlery supply and associated equipment for all vessels in the group, and vessels which will be asso-

ciated with it in the future. It is anticipated that the group will be a vessel under construction for Scottish owners.

Sales director Angus C. McDonald, and technical director Charles McDonald, hand, is open to the north-east of Scotland, and decided to go into business on their own account within the Spinningdale group when it became apparent that C. F. Wilson was firm also holds a comprehensive range of well-known manufacturers of equipment.

In addition to the technical consultants

SPINNINGDALE

-a new force in

supply a wide range of components needed for the running, repairs, maintenance and renewal of hydraulic circuitry in all classes of fishing vessels.

The firm has just been appointed distributor in Scotland for Faurey Filtration.

Other distributorships include H.T.L.'s stainless steel high-accuracy pressure gauges covering a range up to 10,000 psi, and a well priced selection of glycerine-filled stainless steel gauges by L. G. International.

Another recently-acquired distributorship is for Keelring (KR) tube couplings, tube and valves.

The company is Scottish agent for Webster testing equipment which enables the flow, pressure and temperature in a hydraulic system to be checked simultaneously.

Also stocked is the popular U.C.C. range, including tank accessories, filter, elements and a new O ring kit covering 22 sizes in one box. The company sees this as a boon to fishing boat engineers repairing leaks in pumps, valves and fittings, etc.

This go-ahead company is offering an over-the-counter service for all of its stock items at newly-acquired premises on North Esplanade East, and a same day despatch service to any part of the UK.

Potter and netter for north-east

NOW WORKING from Seaham Harbour, on the English north-east coast, is the latest GM32 glassfibre boat from Cornish boatbuilders Cygnus Marine.

Named *Margaret Ann Ashfield*, she is being operated from Seaham Harbour by former cobbler fisherman, John Taylor. The boat — the last to WFA grant and loan on Cygnus Marine's books because of a cash cutback — is a standard aft wheelhouse crabber, cod gill netter and salmon boat. She is now switching over to her nets and 300 pots after arriving at the tail end of the salmon season.

Margaret Ann Ashfield is powered by a Ford 108 bhp diesel and has a large hold forward served by a hatch. Her wheelhouse equipment includes a Depmar 131 echo sounder. Pots are lifted with the forward-mounted Autoline Model 800 capstan/line hauler supplied by North Sea Winches. A special console has been built so that the 32-footer can be handled from the potting position.

Scratches

It is now two years since the vessel was put on a slipway and, at the time, the shipwrights had said: 'She didn't need anything'.

Small scratches on the gel coat of the hull's topsides, caused by knocks from other boats or quaysides, are 'negligible', said Mr. Jarman, and a local GRP firm had said that these are too small to be regarded as damage.

The GRP has proved very strong: no repairs were needed after the vessel was involved in two accidents.

On one occasion she ran into a drifting and unlighted wooden trawler at the entrance to Whitby harbour. Skipper Britton saw the vessel too late to do anything but throw the engine out of gear. *George Weatherill* was undamaged.

During last winter's spell season she was loaded at

BIGGEST GRP HULL

CHEAP TO RUN

IT IS NOW almost four years since the 54ft. *George Weatherill* — the largest GRP fishing boat in the British fleet — began fishing from the North Yorkshire port of Whitby.

She was built to the order of businessman Mr. C. E. Jarman, who said he had a feeling that GRP is the right material for a fishing boat.

Skipper Ian Britton commands the vessel, which has spent most of her time trawling for white fish, but last winter she had a very successful few weeks on sprats.

The transom sterned vessel was designed by G. L. Watson and Co. with a beam of 18ft., and her GRP hull, deck, deckhouse and whaleback were moulded in Orkney by Halmatic (Scotland) Ltd.

She was the third hull in the 50ft. region to be moulded by Halmatic.

The first was fitted out as a pleasure craft and the second became the 50ft. *Harvest Gold*. She was completed earlier in 1973 for Skipper Robbie Watt of Lerwick.

In the early 1970s there was much talk of larger GRP vessels being built — even a 65-footer — but none of these materialised, and so at 54ft. *George Weatherill* remains the UK's largest GRP fishing vessel.

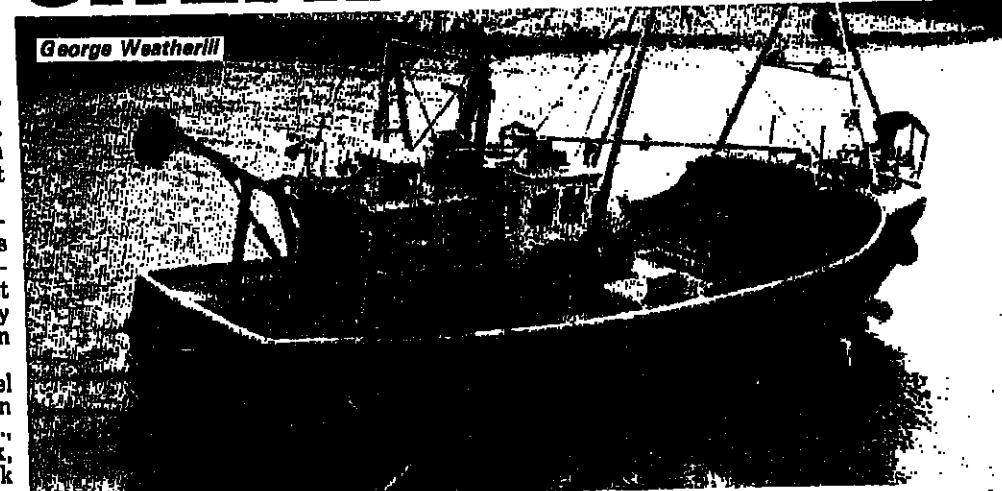
She is of traditional seiner-trawler layout, with the deckhouse aft, and was fitted out at the Middlesbrough yard of E. and L. B. Pinkney Marine. She is powered by a Kelvin 240 hp engine and is equipped with a Sutherland winch and AKA power block.

Recently, *Fishing News* asked both Mr. Jarman and Skipper Britton what they feel about the suitability of GRP as a construction material, now that they have had almost four years' experience with the vessel.

Mr. Jarman said that, without any doubt, he prefers GRP to wood and steel. He is absolutely convinced about the superiority of the material in terms of maintenance.

Once a year the boat is beached to be cleaned and repainted with antifouling below the waterline; the crew is able to do this themselves. Otherwise, the GRP needs no repainting.

Mr. Jarman said that, apart from beaching the vessel to inspect the anodes, he is quite happy to leave her in the water for a year at a time.



George Weatherill

larger wooden boat at low water in Scarborough harbour. When they refloated, the boats sprang apart and debris flew in all directions.

This was found to have all come from the wooden boat, which had to have several planks replaced.

Another advantage of GRP is that it is a good insulator. One fish buyer told *Fishing News* that the quality of the fish from *George Weatherill* is often better than that from other vessels.

Mr. Jarman said that some problems had presented themselves, but they were being overcome.

Leaks have developed around fastenings in the hull. These are fitting-out faults rather than the GRP itself.

More care should have been taken to ensure that all bolts passing through the hull

and deck were absolutely watertight, he said, because unlike wood the GRP does not tighten itself around fastenings.

The GRP has also been found to be too flexible in places where loads are applied, such as eye bolts on the front of the deckhouse. This has been rectified by fitting steel or GRP stiffeners.

around the fastenings had been a problem and the GRP dock is far too slippery, despite non-slip paint.

He thinks the faults may have arisen because the fitting-out yard was not fully experienced in fishing vessel construction. Perhaps Halmatic should have also made sure that the yard was more aware.

Skipper Britton also feels that the hull is too flexible in stress-bearing areas such as around the trawl gallows.

However, he is delighted with the vessel's fishing ability and seakeeping qualities. He has sailed on all classes of vessel, from inshore to deep-sea, and finds *George Weatherill* the best sea boat of them all — even in the roughest of weather.

Her towing and carrying abilities are also excellent.

Paid off

Mr. Jarman said that, although the vessel cost more to build than a similar boat in wood or steel, the venture has paid off. If he wanted to build another boat he would have no hesitation in going for GRP.

Skipper Britton has some reservations about the use of GRP. He said the leaks

wesmar news



Pair trawler off the British Isles.

FIRST TIME SUCCESS WITH WESMAR

During its first ever trip with a newly installed WESMAR scanning sonar, the 50-foot trawler CASTLE COVE met with immediate success.

The CASTLE COVE fishes out of North Shields, England, for prawns and sprat. Once the fishing grounds were

WESMAR DELIVERS FOR PAIR TRAWLER

WESMAR scanning sonar has proven invaluable in pair trawling around the British Isles. After a night of fishing off the Irish port of Howth in the pair trawler CRIMSON DAWN, Captain Sean O'Driscoll said: "The best fishmarks of the night would have been missed without WESMAR sonar."

Where Captain O'Driscoll does his pair trawling, the fish are in very scattered schools. Competition is also high with a large number of vessels fishing the same area. The CRIMSON DAWN successfully overcame these problems with the use of the WESMAR scanning sonar.

The ability of the WESMAR sonar to distinguish between boat wakes and fish is particularly valuable. With



The WESMAR-equipped CASTLE COVE.

reached, the WESMAR scanning sonar immediately picked up schools of sprat 300 meters away. With the help of the sonar, the largest and densest school was chosen for netting.

The ability of the WESMAR to distinguish various bottom conditions was particularly valuable in the difficult waters off North Shields. According to the crew, the WESMAR showed the hard bottom near the fishing grounds much more clearly than the vessel's Loran.

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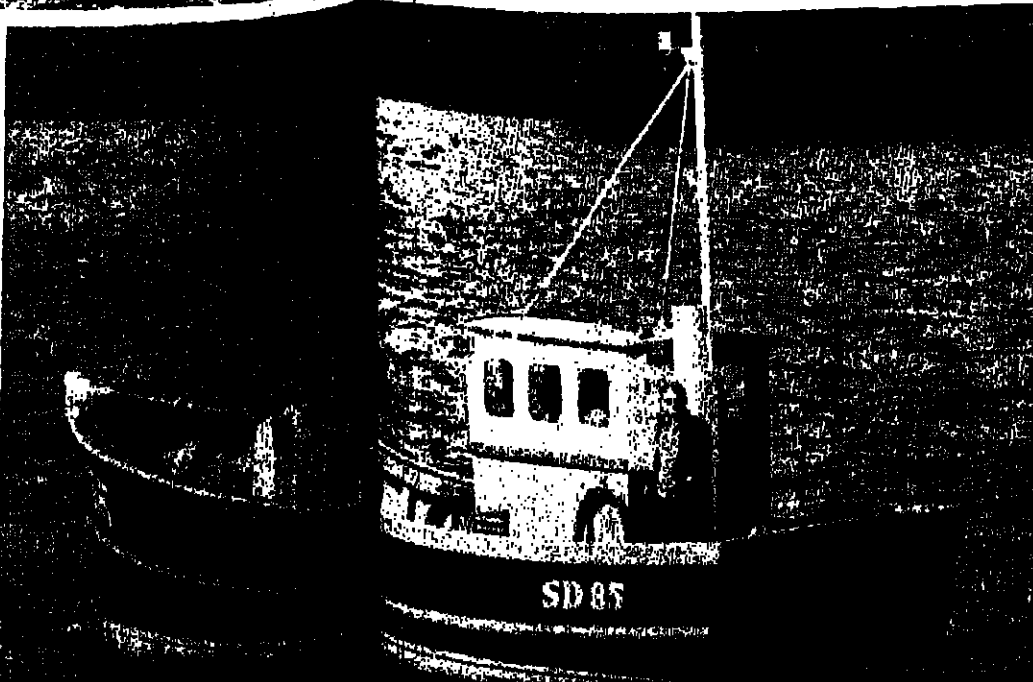


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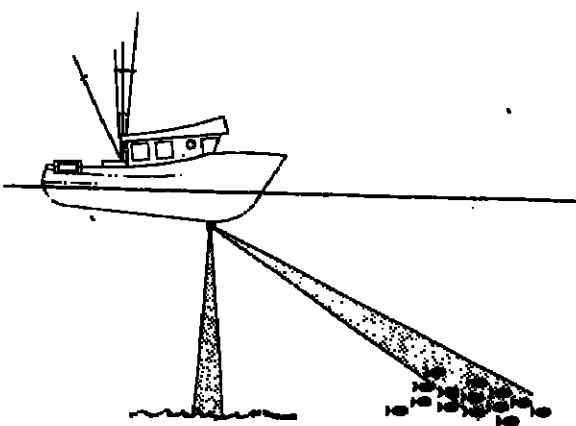
Above, captain and control console aboard the 32-footer *Margaret Ann Ashfield* (right) she is based at Seaham harbour.



Below, captain and control console aboard the 32-footer *Margaret Ann Ashfield* (right) she is based at Seaham harbour.

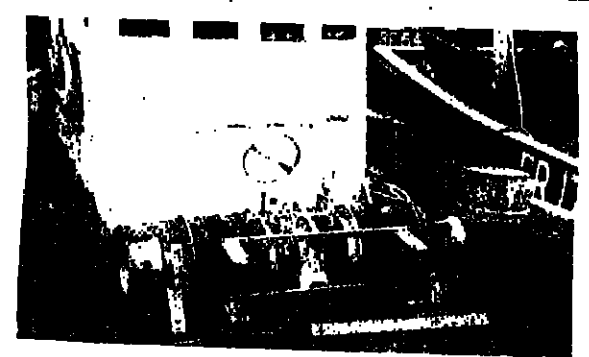
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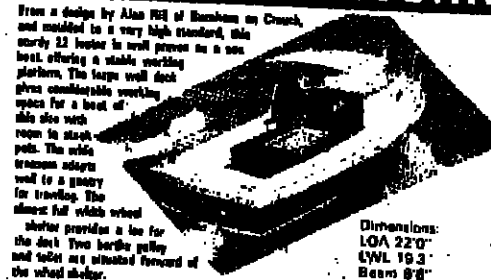


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Catching mullet by skiff

"WE HAVE BOUGHT a double-ender, which used to be a Norwegian purse seine skiff, and we are fitting a wheelhouse in her. "Someone will take all the mullet we can send and so we are starting on mullet. "Any information would be helpful."

The species of mullet which you are most likely to catch is the thick-lipped mullet which, as you doubtless know, has a grey-green back and a white belly but in the water appears to be a silvery-grey.

It enters estuaries and rivers in spring and early summer, and returns to the sea when first frosts occur in autumn.

It feeds on small organisms found in weed; also by scraping mud bottom and extracting decomposing vegetable matter.

It grows to a weight of 4 or 5 kilos but you are seldom likely to catch any weighing much more than two kilos.

Grey mullet can be speared and caught with hand lines but in most places are only taken in commercial quantities with trammel, gill and beach seine nets.

In Hampshire and Dorset a hybrid gill/trammel net has been used with success. This type of net is between 100 and 350 metres long and consists of a gill net with armoured on one side. It was customary to set it in a circle with the armoured on the outside and frighten fish into it by splashing with oars or posser in a small boat.

If there is not much weed about, you can take large quantities of mullet in trammel nets economically, and also tangle a few bass which fetch a much higher price.

You can set the trammels across creeks which run into estuaries and leave them down all night, but if you do so there may be a lot of jellyfish and rubbish as well as mullet in them when you haul.

Clearing trammels is a laborious and time-wasting business. It may be more profitable to set nets across creeks when the ebb tide starts to slacken about an hour and a half before low water, and to haul them before the flood starts to flow with any strength an hour or two after low water.

By doing this, you can sometimes increase your catch by securing fish into nets with a plover or posser — a cone made of wood or metal on the end of a pole which you plunge into the water while rowing a small boat towards the nets.

If there is much weed about and jellyfish are carried backwards and forwards by tidal streams, gill nets might be more profitable — 3 in. (76 mm) mesh nets when catches consist mostly of fish weighing about 2 lb. (1 kg) or 4 in. (102 mm) mesh nets when fish average about 4 lb. (2 kg).

You set these as you would trammels or, as they are designed to fish close to the surface instead of on the bottom, you can let them drift athwart the tide instead of anchoring them.

An advantage of gill nets is that you can use them actively as well as passively. If you don't have a beach seine, you can use a gill net for one.



John Burgess' Log

cruise slowly along the shore until you see mullet disturbing the water close in. You then can determine whether they are feeding and not changing position much, or are travelling up or downstream.

If the fish are feeding and are only being carried very slowly upstream by a flood tide, you land one man with the end of two or three nets joined together to seaward of them, row round the shoal in a semi-circle, then haul the nets into the beach.

If the fish are travelling up or down stream, you land one man well ahead of the shoal and then tow the nets against the current and round on to the beach, when the fish have reached a position where they can be encircled.

Hauler for heavy pots

"I HAVE DECIDED to give up fishing full time and go lobster and crab potting part-time during the season.

"As there are likely to be occasions when sometimes I won't be able to lift pots for a few days, I am going to use parlour pots instead of the East Coasters we have always used.

"They will be heavier and, as I shall be on my own, I want to fit a hauler that I can run off a 20 hp Lister. Which kind would be best for the job?"

From reports, a Smallwood 'Hydroliner' automatic line wheel would probably suit you.

Not only has the wheel been well proven on the North East coast and elsewhere but it also possesses the great merit — from a singlehander's point of view — that lines do not have to be manhandled; friction discs grip the lines firmly until they are thrown off automatically in loose coils on deck.

A Hydroliner wheel consists of a pair of wear-resistant iron discs bolted together on a common hub. The hub is directly coupled to a high torque motor, both components being married to a common bearing plate. To assist clearance of rope a stripper plate is fitted between the units.

From the plate, rope is led through an adjustable gunmetal trough, the angle of which may be set to vary the direction in which rope is thrown. The stripper and thrower are reversible to

allow for alternative rope leads. A reversing control valve with three positions — Heave, Stop, Veer — fully protects the system in case of a stall.

A direct drive, variable displacement pump, which enables the wheel to be operated independently of engine speed, is employed.

Maximum system pressure is 1,500 psi and normal operating pressure 1,000 psi. Loads of up to 1,000 lb. can be hauled at up to 300 ft/min, using one inch circumference pot line.

A notable feature is that instead of the inner half disc being mounted directly on the motor shaft, a separate hub is fitted to the shaft. This is additionally supported by an anti-friction bearing to relieve side loads. Both disc halves are bolted directly to the hub and so can be changed to balance wear on the faces without disturbing the shaft.

Since A. W. Smallwood Ltd. ceased to manufacture deck machinery in Bridlington, production of Hydroliner wheels as well as the capstans, winches, net drums, etc., which the company used to make, has been carried on by Colts Engineering Co. Ltd., Princes Way, Team Valley Estate, Gateshead, Tyne and Wear.

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ANY QUESTIONS?

IF YOU have any questions about boats, equipment, gear or outboards, John Burgess is always prepared to try and answer them if they are sent with a stamped addressed envelope for reply.

Slick bait for shark

"I AM SHARK fishing at present and when the weather is favourable I work a seven-day week. "As I use up to six bags of pilchards a day for bait, I am finding it very difficult to obtain adequate supplies.

I have tried using mackerel but they are not as good as pilchards, for they are not as oily and do not break up so fine. Can you suggest any other alternative?"

I have known fishermen in Australia who used bullock's blood with some success for attracting sharks, when wind and wave conditions were such that it formed long slicks.

If you can get some from your local slaughterhouse, it might prove economical and rewarding.

Small boat power unit

"WE ARE thinking of buying a small boat to carry out trials with the different types of creels we make.

"However, the owner does not know who the manufacturer of the engine was and consequently where to get spares.

"He knows that it is about 12-15 hp and thinks it was made in Norway as it drives a variable pitch propeller. It also has the letters F. M. embossed on it.

"Please send us the name and address of the manufacturer, if you know who it is." Letters F. M., I guess, stand for Frederikstad Mekanismiske Verktøjs A/S, a firm which makes reliable, small diesel engines at Frederikstad in Norway.

September 2, 1977

FISHING NEWS

Big come-back for a retired skipper

SIXTY-NINE-year-old Anstruther skipper Jim Muir came out of retirement in a big way last week. Deputising for his brother, John, in the 101ft. long liner *Ocean Dawn*, Jim landed a £21,475 catch at Aberdeen.

This — the best performance by the boat this year — followed a 17-day trip to Faroe. The catch was handled by Associated Fisheries.

During his career Jim Muir established a reputation as one of Scotland's top line and herring fishermen. With his boat *Silver Chord* he won the Prunier Herring Trophy in 1957.

Mistake

While Jim Muir took over because his brother wanted a holiday, there is little chance that he could be tempted back to fishing full time. "I can't see a future for anyone in buying a boat now," he told *Fishing News*. "Joining the Common Market was the greatest mistake since the Second World War."

A conversation in a Faroese port with fishing industry officials while he was picking up bait convinced him that the Faroese government is intent on protecting its fishermen. "And it's about time our government took the same attitude," said Jim.

Jim Muir didn't have long to celebrate his trip. He was away to see again this week in *Ocean Dawn*... this time deputising for the mate.



Ocean Dawn made her best performance this year landing a £21,475 catch at Aberdeen last week under a 69-year-old relief skipper.

Oyster inquiry

IRISH Fisheries Minister, Brian Lenihan has announced a public inquiry into the Fenit oyster fishery in County Kerry.

This has been the scene of much trouble in recent years. It is indicated that the inquiry would be designed to consider the way in which the fishery could be given into local ownership.

PLYMOUTH OIL 'ALERT'

A PLYMOUTH fishing boat caused a full-scale oil pollution alert last week — without doing anything illegal.

The scare began when the Shell oil tanker *Pallium* reported to Naval authorities that a fishing boat was discharging oil and water from her bilges in Plymouth Sound.

The Navy passed the buck to the civil authorities who carried out inspections of the foreshore — without finding

anything beyond everyday pollution.

The city and county councils in turn passed the buck to the Department of Trade and Industry's office in Plymouth to see if they were keen to prosecute.

However the men at the DTT put on a deflecting attitude. Three officers were asked what was happening. The first said the second was dealing with it.

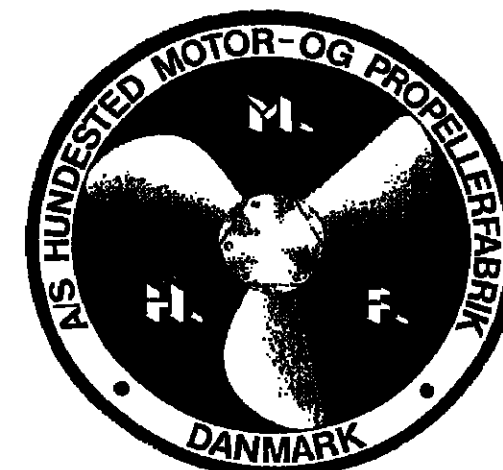
The second said he had no knowledge of the matter. And

the third said: "I look forward to reading about it so that I'll know what's going on."

The DTT's London headquarters eventually turned up the appropriate statute. Under the Prevention of Oil Pollution Act, 1971, they said, any vessel under 80 tons is permitted to discharge bilge and lubricating oil under "a standing exemption". The weight of the "offending" fishing boat? Just 70 tons.

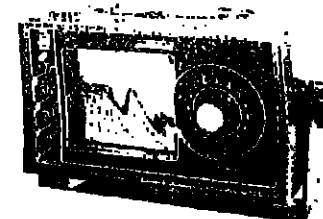
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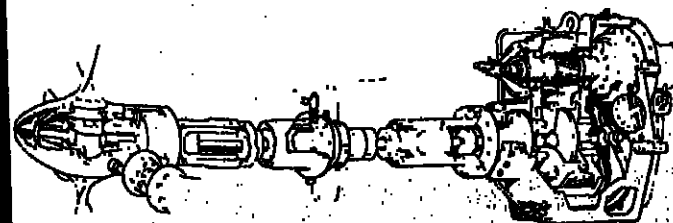
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Catches and Prices

TOP LANDINGS LAST WEEK

GRIMSBY

Distant water
256,836: *Vivaria*, BUT (Sk. R. Kurz), 1,816k, BI, 24 days.
253,199: *Ross Ramilies*, BUT (Sk. R. Pepper), 1,782k, BI, 25 days.
242,221: *Northern Reward*, BUT (Sk. W. Harris), 1,556, BI, 24 days.
230,354: *Spurs*, Consol (Sk. J. Rimmer), 846k, BI, 24 days.

Middle water
224,036: *Ross Genet*, BUT (Sk. G. Cunningham), 1,278k, WC, 16 days.
222,108: *Ross Leopard*, BUT (Sk. P. McCarthy), 1,289k, WC, 12 days.
220,486: *Ross Juno*, BUT (Sk. M. Ganson), 882k, WC, 15 days.
215,227: *Sando*, Taylor (Sk. N. Bray), 716k, WC, 15 days.
213,517: *Yesso*, Taylor (Sk. D. Venney), 547k, WC, 14 days.

North Sea
253,331: *Lepanto*, Lindsey (Sk. A. Wright), 265k, NS, 13 days.

Sailors
210,019: *Pandion*, Danbrit (Sk. B. Host), 229k, NS, 19 days.
208,093: *Limanda*, Richardson (Sk. H. Thomsen), 250k, NS, 12 days.
217,835: *Ella Grethe*, John R. (Sk. R. McQueen), 290k, NS, 12 days.
217,349: *Lockearn*, Sleight (Sk. A. Van Zandvliet), 196k, NS, 15 days.
216,984: *Susan Joy*, Chapman (Sk. F. Ebsen), 216k, NS, 16 days.
215,569: *Linda Lise*, Richardson (Sk. C. Olesen), 212k, NS, 16 days.
211,775: *Pacemaker*, Sleight (Sk. N. Moller), 173k, NS, 18 days.

Pair teams
218,386: *Margrethe Bojen* (Sk. Jens Bojen), 558k, and 215,718: *Frances Bojen* (Sk. J. Richardson), 479k, both John R., NS, 13 days.
214,456: *Samantha* (Sk. H. Thinnesen), 487k, and 214,078: *Tina* (Sk. P. Thinnesen), 461k, both Richardson, NS, 13 days.
212,516: *Green Valley*, Danbrit (Sk. R. Younger), 314k, and 214,476: *Paul Antony*, Richardson (Sk. F. Josephsen), 224k, both NS, 13 days.
210,202: *Laurids Skomager* (Sk. Jorgen Bojen), 300k, and 210,088: *Anna Michelle* (Sk. A. Camburn), 298k, both John R., NS, 11 days.

HULL

258,190: *Somerset Maugham*, Newington (Sk. D. Atkinson), 1,743 kits, BI, 26 days.
250,136: *Ross Leonis*, BUT (Sk. D. Paterson), 1,923 kits, BI, 25 days.
248,906: *Kingston Pearl*, BUT (Sk. B. Turner), 1,649 kits, BI, 27 days.
239,476: *Westella*, Marr (Sk. R. Beamlah), 1,102 kits, BI, 23 days.
236,176: *Arctic Cavalier*, Boyd (Sk. C. Walker), 1,054 kits, BI, 23 days.
229,300: *Kingston Beryl*, BUT (Sk. D. Grewar), 809 kits, BI, 23 days.

Sailors

27,805: *Lindenberg*, Boston (Sk. H. Winkler), 235 k, 21 days.
27,290: *Vikingborg*, Boston (Sk. N. P. Jensen), 227 k, 15 days.
26,761: *Rosenborg*, Boston (Sk. G. Jonassen), 264 k, 17 days.
24,375: *Visborg*, Boston (Sk. R. Holmes), 267 k, 16 days.

FLEETWOOD

220,725: *Iruana*, Marr (Sk. V. Dingle), 765k, 14 days.
216,035: *Gavina*, Marr (Sk. C. Scott), 785k, 14 days.
214,198: *Jacinta*, Marr (Sk. A. Barkworth), 664k, 13 days.
211,419: *Mount Melleray*, Wyre (Sk. B. Hargreaves), 516k, 9 days.
210,348: *Wyre Defence*, Wyre (Sk. D. Noble), 517k, 14 days.
209,946: *Boston Stirling*, Boston (Sk. J. Banks), 465k, 12 days.
217,426: *Rosamunda*, Ward (Sk. K. Beavers), 287k, 13 days.
215,504: *Replenish*, Ward (Sk. W. Ansell), 326k, 15 days.
213,581: *Resolute*, Ward (Sk. W. Buckley), 139k, 13 days.
213,148: *Boston Beaver*, Boston (Sk. W. Atkinson), 112k, 11 days.
213,196: *Resilience*, Ward (Sk. R. Moss), 148k, 12 days.

Pair teams

219,730: *Navena* (Sk. J. Burns), 754k, and 214,634: *Arman* (Sk. T. Christy), 529k, both Marr, 14 days.
215,383: *Norina* (Sk. F. Wilson), 726k, and 211,576: *Idena* (Sk. W. Taylor), 527k, both Marr, 15 days.

LOWESTOFT

213,660: *St Georges*, East Coast (Sk. R. Jonas), 487 k, NS, 11 days.
213,620: *Suffolk Monarch*, Hobson (Sk. E. Read), 479 k, NS, 12 days.
213,406: *St. Patrick*, East Coast (Sk. D. Besford), 486 k, NS, 12 days.

212,916: *Suffolk Challenger*, Hobson (Sk. D. Atkins), 446 k, NS, 12 days.
212,903: *St. Thomas*, East Coast (Sk. J. Ketteringham), 447 k, NS 11 days.

210,793: *St. Vincent*, East Coast (Sk. J. Peck), 429 k, NS, 13 days.

NORTH SHIELDS

216,348: *Ben Edra*, Irvin (Sk. R. Palmer), 21,294 kg, NS, 10 days.
212,301: *Ben Glas*, Irvin (Sk. S. Shearer), 32,226 kg, NS, 11 days.
24,623: *Fisher Rose*, Irvin, 13,170 kg, NS, 3 days.
24,270: *Congener*, Irvin (Sk. A. Morae), 7,150 kg, NS, 3 days.
23,975: *Valhalla*, AF, 8,197 kg, NS, 3 days.
23,975: *Star of Hope*, AF, 9,162 kg, NS, 3 days.

MILFORD HAVEN

26,395: *Bryher*, Norrard (Sk. A. James), 173k, 13 days.
26,015: *Rosevear*, Norrard (Sk. A. Simpson), 155k, 13 days.
24,875: *Jadestart Gypsy*, Jones (Sk. J. Brodie), 169k, 13 days.
22,470: *Arthur Harvey*, (Sk. J. Donovan), 69k, 7 days.
22,133: *Westerdale*, Linke (Sk. B. Linke), 45k, 7 days.

GRANTON

218,956: *Arctic Challenger*, Liston (Sk. K. Grubb), 953 cwt., WC, 14 days.
26,368: *Arctic Attacker*, Liston (Sk. I. Smith), 437 cwt., WC/NS, 13 days.
27,335: *Arctic Crusader*, Liston (Sk. P. Wanless), 321 cwt., NS, 12 days.

KEY: BI Bear Island; BS Baranta Sea; DW distant water; F Faroe Islands; G Greenland; HW home water; I Iceland; IS Irish Sea; NC Norway Coast; NCF Newfoundland; NS North Sea; R Rockall; S Shetland; W Westerland; WC West Coast; WS White Sea. Sk Skipper; k kits; c cwt; kg kilo.

FINES—IN 1811

THIS document set out Scottish herring laws 188 years ago. It was found by the Reverend John Cornock while clearing at old Presbytery box at Campbeltown, Argyll. Even in those days illegal fishing fines were heavy, £40 being the annual wage of a fisherman. Still, there's no mention of quotas or licenses.

HERRING FISHERY.
WHEREAS, notwithstanding repeated Intimation has been given, that the Indulgence hitherto granted with regard to the Size of the Meshes of Nets was to cease at the Expiration of the present Fishing Season, and that the Law, in that respect, would thereafter be fully enforced, an expectation will be filled further continued. The Commissioners for the Herring Fishery hereby again give public notice, that from and after the 31st day of April 1811, no Net shall be used for the purpose of catching Herrings, the Meshes whereof are less than One Inch from Knot to Knot, otherwise the same shall be seized, and the Owner thereof prosecuted according to Law. And to the end that no Person may plead Ignorance of what the Law is, a Copy of the 18th Section of the Act 48 Geo. III. Cap. 110. is hereto annexed.

BILLINGSGATE

On Tuesday 100 tons were delivered. Average selling prices on merchants' stalls: salmon, English, £1.45/£1.70; Scotch, £1.40/£1.70; grilse, £1.20/£1.60; salmon trout, 80p/£1.30; rainbow trout, 80p/£1.20; sea, 80p/£1.20; foreign smoked salmon, £3; per lb; Danish plaice, 1lb 2 1/2 lb, £4.50/£5.00; headless home cod, £6.40/£6.50; fillets, shelf cod, £9/£10; bulk, £6.50/£9.00; coalfish, £3.20/£3.80; haddock, £7.90/£10.20; kit, £4; gibbers, £5.40; jumbos, £5.80; small English dogfish, £5.80/£6.50; mackerel, £2/£3; London cured

dry haddock, £5.50; bread, 1lb golden cutlets, £8; fillets, kippers, £4/£5.50; mackerel (skinned), £8; bass, £2; roach, £1; eel, £1.50; squid, £7; lamp roker, £7/£7.80; grey mullet, £5.80; per stone.

FROZEN FISH
Scampi, £1.10/£2.75; scallops, 34p; hun saam, 45p; grey mullet, 35p; barbon, 35p; sea bream, 45p; per lb; sea bass, £7/£7.80; haddock, £8; squid, £5.80; kippers, £5; per stone.

HERRING REPORT

WEDNESDAY, AUGUST 24
Ayr: Eleven trawlers, 10 tonnes; homemarket at £50.60/£56.40. Mostly large fulls 160/200 and 250/280 per 60 kg.
Tarbert: 20 trawlers, 32 tonnes; homemarket at £45/£50. Mostly large fulls, 160/200 and 250/280 per 60 kg.
Mallaig: Six trawlers, 30 tonnes; homemarket at £50.60/£51.60. Uniform fulls, 200 per 60 kg.
Ullapool: Nine trawlers, 51 tonnes; two purgers, 60 tonnes; homemarket: 78 tonnes at £45/£46; klonkyding, 30 tonnes at £35. Full fish, regular to mixed in size, 280/300 per 60 kg.
Stornoway: One trawler, five tonnes; two drifters one tonne; homemarket at £40/£48. Slightly mixed in size, 280/300 per 60 kg.

THURSDAY, AUGUST 25
Mallaig: Three trawlers, 17 tonnes; homemarket: nine tonnes at £50/£54.80; klonkyding, eight tonnes at £56.60. Large fulls, 220 per 60 kg.
Ullapool: 11 trawlers, 92 tonnes; three purgers, 40 tonnes; homemarket: 100 tonnes at £29.50/£36; klonkyding, 32 tonnes at £32/£35. Uniform to mixed in size, 270/320 per 60 kg. Additional 60 tonnes expected.
Stornoway: Two trawlers, seven tonnes; homemarket at £22/£30. Mostly fulls, 300/310 per 60 kg.

ISLE OF MAN
Thursday, August 25, 681 units at £30/£32.
Friday, August 26, 564 units at £25/£32.
Tuesday, August 30, 1,000 units at £41.55/£44.50.
Wednesday, August 31, 1,320 units at £36/£4.50.

MILFORD HAVEN
Prices: large cod, £35; medium, £35; codling, £35; large plaice, £37; medium, £38; small, £18/£14; turbot, £101; whiting, £10.40/£12; sole, £147/£148; slaps, £121; small, £86; lemon sole, £40; large ray, £28.50/£31; medium, £23.50/£25.50; small, £19/£20.50; dogfish, £7/£14; per 8 st. kit.

BRIXHAM
Prices: large plaice, £5.50; medium, £5.50; haddock chate, £4.20; turbot, £11.40; large whiting, £3.20; small, £1.20; lemon sole, £8; Dover sole, £18.50; flat, £8.50; wings, £5.40; large conger, £1.80; squid, £4.50; monkfish, £7.50; dabs, £3; mackerel, £1.20; per stone.

NEWLYN
Prices: large whiting, £3.20; small, £2.90; large ray, £4.20; large/medium, £2.60; medium, £1.80; small, 90p; large pointing, £2.70; small, £1.45; large plaice, 20 medium, £1.40; small, £1.40; large lemon sole, £4.50; medium, £4.50; large Dover sole, £18.50; squid, £5.50; monkfish, £10.20; large/medium, £5; small, £3.50; large ray, £4.20; medium, £2.60; small/medium, £1.80; small, 90p; turbot, £11.40; large

ABERDEEN skipper, Arthur Rhids, has been fined £7,000 for illegal fishing in Faroes waters.

The court was specially convened at Torshavn on Sunday to hear the case.

The Aberdeen trawler *Ben Meide* was arrested on Saturday for alleged

illegal fishing in a prohibited area south of the island.

The trawler's licence to fish Faroe grounds was withdrawn, but the gear was not confiscated.

Earlier this week *Ben Meide* was fishing in the North Sea to make up for

the loss of the *Ben Meide* on Saturday for alleged

illegal fishing in a prohibited area south of the island.

The trawler's licence to fish Faroe grounds was withdrawn, but the gear was not confiscated.

FINES—IN 1811

THIS document set out Scottish herring laws 188 years ago. It was found by the Reverend John Cornock while clearing at old Presbytery box at Campbeltown, Argyll. Even in those days illegal fishing fines were heavy, £40 being the annual wage of a fisherman. Still, there's no mention of quotas or licenses.

HERRING FISHERY.
WHEREAS, notwithstanding repeated Intimation has been given, that the Indulgence hitherto granted with regard to the Size of the Meshes of Nets was to cease at the Expiration of the present Fishing Season, and that the Law, in that respect, would thereafter be fully enforced, an expectation will be filled further continued. The Commissioners for the Herring Fishery hereby again give public notice, that from and after the 31st day of April 1811, no Net shall be used for the purpose of catching Herrings, the Meshes whereof are less than One Inch from Knot to Knot, otherwise the same shall be seized, and the Owner thereof prosecuted according to Law. And to the end that no Person may plead Ignorance of what the Law is, a Copy of the 18th Section of the Act 48 Geo. III. Cap. 110. is hereto annexed.

Section 12—"And be it further enacted, That from and after the 31st day of June One thousand eight hundred and nine, no Person shall use in any River or Loch, or at Sea, in or on the Coast of Great Britain, any Herring Net, or any Trawl Net, Drag Net, or other Sea Net, for the taking of Herrings, which shall be a Misdemeanor, if taken from Knot to Knot, or any fifth or double 'left than One Inch from Knot to Knot, or shall put any Net, though of legal size, 'Bottom, Cod, or Pouch, or shall put any Net, though of legal size, 'behind the others to destroy the small fish; and that every Person offending herein shall forfeit every such Net as aforesaid, and the sum of Forty Pounds for every such offence; and it shall be lawful for the Commissioners for the Herring Fishery, to be appointed pursuant to this Act, to cause every such Net to be burnt."

By Order of the Commissioners, JA' DUNSMUIRE, Sec.

For the Herring Fishery, Edinburgh, 24th January 1811.

France and Jersey have minimum landing sizes of lobsters—the Jersey limit being 8 in. total length and the French being a little over 8 in.

There are allegations that the French take little notice of the law and consistently remove small lobsters.

Any new UK fishery limits, which will I believe include the Channel Islands, would be of benefit to Jersey lobstermen and might stop this practice which does not help to conserve the lobster stock.

I don't often comment in this column about crawfish, but the crustacean is important to some fishermen in the south-west of England.

For some years now crawfish stocks in the main fishing areas off Cornwall have been reputed to be low and catches have declined. This year, for some reason, Cornish netters are getting better catches—and a good price.

Over 90 per cent of the crawfish landed in Cornwall are exported to France. We never see them at our end of the Channel—the species is found mainly in West Cornwall and is rarely found east of Start Point. Newlyn and St. Ives are the main ports of landing.

Crawfish are also found off the Pembrokeshire coast around the offshore islands, adjacent to the entrance to Milford Haven, and as far north as Fishguard.

From what we can gather the fishery in this country is based on large adult crawfish. The location of young crawfish from which this stock is replenished is not known.

It seems the adults migrate from somewhere offshore to our shores where they spawn the rest of their lives. Females carrying eggs are taken in the fishery, but small crawfish are never seen.

The fish were once all caught in pots—but the use of tangle nets has been increasing in recent years and is now the main means of capture.

In the 1960s skin divers working on a professional

basis removed tons of crawfish from North Cornwall. Traditional fishermen claim that their activities stripped the inshore grounds of crawfish and they now have to fish 20-30 miles off the coast.

There is virtually no diving for crawfish off Cornwall now, but some divers are active off West Wales—much to the disgust and resentment of local men who have made a career living over a long period. They expect the stock to be soon wiped out by the divers.

Official statistics for shellfish landings and value have been published and the top shellfish in order of value are shown below for the UK (England, Wales and Scotland).

Species Weight Value (£)

Nephrops...12,839 27,345,157
Scallops...18,773 24,346,975
Lobsters...876 23,413,746
Crabs...7,710 21,917,036
Shrimps...3,285 21,241,068
Oysters...952 2860,101

Top of the list comes Nephrops—the prawn with nearly 80 per cent of the landings being made in Scotland.

Scallops and oysters have risen considerably in recent years with increased catches in both England and Scotland.

Total lobster landings in England and Wales have been level during the period 1974-6, but they fell slightly in Scotland during 1976.

It is surprising to see oysters featuring in the list of top shellfish. Most of the oysters were landed in England, in the Solent area, which must now be considered one of the largest oyster fisheries in Europe.

Catches from the Solent and increased production on many cultivated grounds could result in a boom in oysters in the next few years.

The value of all shellfish has increased over the 1976 figures. This is in part an effect of inflation, but in some ways it reflects the improving demand for many shellfish products from home and abroad.

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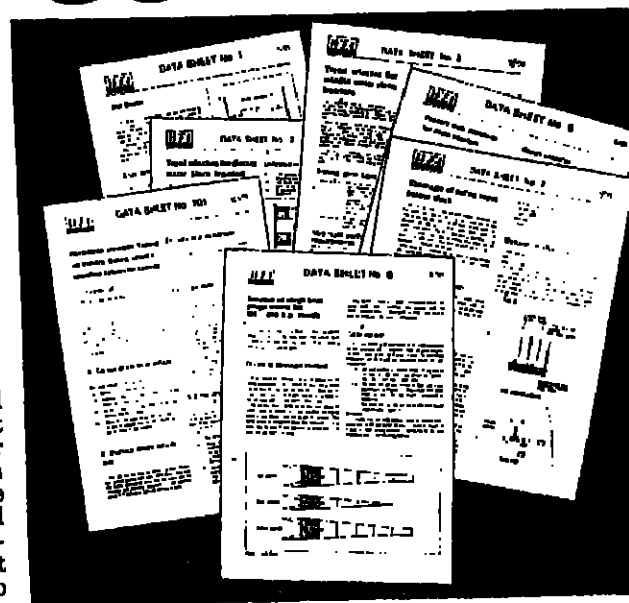
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1977-78

TRAWL CHOICE GUIDE ISSUED



TWO NEW data sheets just issued by the White Fish Authority Industrial Development Unit at Hull cover the selection of single boat pelagic trawls (No. 6) and testing an inshore fishing vessel's electrical system for security (No. 101).

Sheet No. 6 is the first of a series on fishing gear. It is aimed at owners of 100 to 800 hp vessels fitted with either conventional or nozzle propellers.

Manufacturers offer a wide choice of pelagic nets, all of which a vessel may be able to tow. However, the particular net offered may be too large for the vessel to tow as fast as the skipper requires, or too small for the full towing ability of the vessel to be realised.

The selection method outlined in the data sheet allows any owner or skipper to calculate the maximum towing speed he could achieve with any pelagic trawl offered. If the calculated towing speed is higher than that required, then the trawl is too small for the vessel; if it is lower than that required then the trawl is too large.

The method is based on simple information about the trawl, which is used to develop a "gear number" (a figure proportional to the total resistance of the trawl) and on knowledge of the

vessel's bollard pull. Instructions and charts are provided, also several worked examples.

Most inshore vessels have a two-wire insulated electrical system to distribute power to the equipment and services. If the security of this system

is broken (if leakage occurs between either wire and earth), then an electrical current can flow through the metalwork of the vessel, causing rapid corrosion with subsequent failure of valves, glands, propellers and so on.

As this can have disastrous consequences, it is advisable to test the electrical system annually.

In the tests outlined on the data sheet, the ship's electrical equipment is divided into sections and a step-by-step procedure is given for systematically checking each section. The only equipment needed is an Avo type test meter and leads.

The final procedure described in the data sheet is an examination of the vessel's earthing system. Particular emphasis is placed on the correct connection of sacrificial anodes.

On wooden vessels, the data sheet states, all the machinery and tanks should be bonded together and terminated to a sacrificial anode fitted to the hull. Separate anodes should be used for metal wheelhouse, whaleback and rudder and stern gear protection.

A sacrificial anode also serves as an ideal earth for electronic gear mounted in the wheelhouse, provided the instrument cases are isolated from the supply.

This section of the data sheet is especially useful for vessels where different electronic equipment suppliers, or the owners, have installed equipment at different times, often using methods aimed at speed and convenience rather than good electrical practice.

Other data sheets in the

WFA units series include: No. 1, Net drums. Specifies the design requirements for net drums, giving details of drum shapes, net storage volumes, power rating. It lists typical demersal and pelagic trawls for which they are suitable. Both stepped-core and flanged-core net drums are discussed.

No. 2, Trawl winches for distant water stern trawlers. Defines the minimum winch performance required by distant water stern trawlers of over 1,450 hp for demersal and pelagic fishing.

No. 3, Trawl winches for middle water stern trawlers. Defines the minimum winch performance required by middle water stern trawlers of 1,000 to 1,450 hp for demersal and pelagic fishing.

No. 4, Factory deck standards for stern trawlers. Provides information to aid designers in the layout of stern trawler factory decks. Diagrams containing recommended dimensions for various installations are included, and there are case studies showing various ways in which the different factory deck activities can be combined.

No. 5, Stowage of seine ropes below deck. Describes one method of simplifying the handling of seine net ropes by stowing them in tanks below deck. Details of the positioning of the tanks are included and the effect on fishroom space is discussed.

Other data sheets to be produced in the near future will include information on trawl winches for inshore vessels, also the selection of large single-boat pelagic trawls, pair pelagic trawls and light bottom trawls.

Copies of data sheets are available from: The White Fish Authority, Industrial Development Unit, St. Andrew's Dock, Hull. They are issued to members of, or suppliers to, the UK fishing industry.

